

# TEMC

# SHOP TALK

A Transportation Newsletter Presented by The Transportation Equipment Management Center,  
Atlantic Division, Naval Facilities Engineering Command

Phone (757) 322-4000 or DSN 262-4000

Fax (757) 322-4020 or DSN 262-4020

Winter 2001

## NAVY 2000 CONFERENCE

(Larry Bates (PACDIV TEMC))

**W**ell, another Navy Transportation Conference has come and gone. **Lisa Bernier** and her staff from the *LANTDIV TEMC* did an excellent job of hosting the conference.

This year, the combined FEDFLEET 2000 and Navy-Wide Transportation Conference was held at the Rosen Convention Center in Orlando, Florida from 29 July - 3 August 2000. Approximately 1,200 federal transportation people and commercial vendors were present this year including government agency managers and the heads of advertising from the Big 3 U.S. automakers.

FEDFLEET's agenda consisted of a wide variety of issues that addressed cradle to grave management and operation of government motor fleets.

A wealth of information was available from the numerous workshops, breakout sessions, and impromptu gatherings on acquisition, leasing, and maintenance issues. There was a great deal of discussion concerning implementation of the new Executive Order 13149.

The Navy-only portion of the conference was held on Thursday, August 3 with approximately 100 attendees. This year's conference, "Driving into the New Millennium," addressed topics pertinent to the continued operation of our various vehicle fleets. Among these were heavy equipment outsourcing; GSA

conversions; leasing; credit cards; vehicle specifications; alternative fuel requirements; and alpha codes O-Z consolidation. In keeping with this year's theme, some of the new on-line services soon to be available through the TEMCs were presented. Chief among these is the NAVFAC Enterprise Administrative Management Information System (NEAMIS). When fully implemented, this system will allow access to view current inventory and procurement information as well as create reports on line. Presentations were given by NAVFACENGCOM's **Gary Lind** on the overall status of the Navy Transportation program and by **Mike Buoncristiano** on Navy Crane Center programs. A question and answer discussion panel chaired by both TEMC Directors and **Gary Lind** provided conference attendees an opportunity to directly participate in what was presented and provided all with valuable feedback. The conference closed with the presentation of the Fleet Manager of the Year awards.

We would like to encourage everyone to attend our next Navy-Wide Transportation Conference on 2 April 2001 in conjunction with IMEAC 2001 GSA conference in San Antonio, Texas on 3 - 5 April 2001. See page 3 for additional information.



**IN REMEMBRANCE:** We are saddened to report the loss of a long time friend of Navy Transportation. Mr. William (Bill) S. Bairdain, former LANTDIV TEMC Director, passed away in February. Our condolences to his son, Bill, and daughter, Sigrid Daniel, current TEMC employees.

### INSIDE

Fleet Managers .....	2
Training .....	2
Cherokee Recall .....	2
IMEAC Conference .....	3
Navy Conference .....	3
FAST .....	4
Hertz Rental .....	4
People at the TEMC ..	5
Tire Care .....	6
Tech Site .....	7
PC Transport .....	8
Inventory on Line .....	9
SLEP Funds .....	9
E.O. 13149 .....	10
Explorer Recall .....	10
Keeping in Touch .....	11

**AND THE WINNERS ARE**  
(Larry Bates (PACDIV TEMC))

**A**t FEDFLEET 2000 numerous national awards were presented to fleet managers. We are proud to announce that the Bob Baker Award for excellence in fleet management (small fleet 500 vehicles or less) was awarded to **Becky Fraley** of NAS Lemoore, CA. (Note: Becky is now with the PACDIV TEMC.) Becky was the Large Fleet winner of last year's Navy Transportation Manager of the Year Award. This is the second consecutive year that the Navy has won at the national level.

The Navy Transportation Conference closed with the presentation of this year's Fleet Manager of the Year Awards. These well-deserved awards were presented to the following recipients:

**Small Fleet 50 or less**

**Dale Kreutzer** *FISC Puget Sound*

**Medium Fleet 51-300**

**Les Gibbs** *NAWC White Sands*

**Large Fleet 300 & over**

**Peter Ricci** *PWC Pearl Harbor*

These three representatives from the PACDIV Area of Responsibility will be considered for the Bob Baker Award at next year's FEDFLEET Conference. We applaud your accomplishments.



*L-R: Dale Kreutzer, Les Gibbs, Peter Ricci*

**TRAINING.....**

**FLEET MANAGEMENT TRAINING CATALOG**

**T**he Fleet Management Training Catalog is published annually by the GSA Federal Vehicle Policy Division to compile fleet training opportunities in an easy to use resource guide. Highly trained fleet management teams will be best equipped with the necessary skills to meet the many challenges facing the Federal fleet community as we approach the new Millennium. Please consider the products and programs in this catalog and, if you have any questions or comments, contact Jacquie Perry at (202) 501-3347 or E:mail [jacquie.perry@gsa.gov](mailto:jacquie.perry@gsa.gov)

You can find a copy of the catalog on the TEMC's web page under "Training" or GSA's web page at <http://policyworks.gov/org/main/mt/homepage/mtv/Training2000text.pdf>.

---

**SAFETY RECALL TO REPLACE  
FRONT BRAKE ROTORS**

**D**aimler Chrysler has determined that a defect that related to motor vehicle safety exists in some 1996-1999 Jeep Cherokee and 1996-1998 Jeep Grand Cherokee vehicles. This recall applies to vehicles that are operated in areas that use large amounts of road salt for ice and snow removal.

Corrosion on the front brake rotors may cause separation of the rotor disc from the center hub section. This condition results from operating the vehicle for extended periods in geographic areas using large amounts of road salt for ice and snow removal. Rotor separation could result in a reduction of brake effectiveness for the affected wheel which may increase stopping distance, cause the vehicle to pull to one side when braking and cause an accident without prior warning.

To remedy this condition, defective rotors are replaced with rotors that are coated with a corrosion protection. Owner notification began in June 2000. For additional information, contact Daimler Chrysler Customer Center at (800) 992-1997.

## 2001 NAVY-WIDE TRANSPORTATION CONFERENCE

(June Heninger)

**When:** 8 AM, Monday, April 2, 2001 through noon, Tuesday, April 3, 2001

**Where:** Holiday Inn Riverwalk, San Antonio, Texas

## GSA IMEAC BIENNIAL NATIONAL CONFERENCE

**When:** Registration will be held from 11 AM to 7:30 PM, Tuesday, April 3, 2001.  
The conference will run from 5 PM, Tuesday, April 3, 2001 through 3 PM, Thursday, April 5, 2001.

**Where:** Henry B. Gonzalez Convention Center, San Antonio, Texas

LANTDIV ltr 11240 BE5JH/alq 01-DIST-053 of 21 Dec 00 announced the 2001 Navy-wide Transportation Conference. PACDIV TEMC is sponsoring the 2001 Navy conference in conjunction with GSA's Interagency Motor Equipment Advisory Council's (IMEAC's) biannual national conference for professionals involved in the management, maintenance, or operation of government motor vehicles. Information concerning the conference is available at [http://www.efdlant.navfac.navy.mil/lantops\\_16/temc/index.htm](http://www.efdlant.navfac.navy.mil/lantops_16/temc/index.htm). The radio button to look for is "TEMC Conference."

Some of the topics to be covered during the Navy conference include: Executive Order (E.O.) 13149, mandating the reduction of petroleum fuel consumption by 20 percent over the next five years through the use of alternative fueled vehicles; the Navy's strategy regarding E.O. 13149; and implementation of the new FAST (Federal Automotive Statistical Tool) system, developed to assist fleets in meeting the mandatory data reporting requirements of E.O. 13149. Mandatory Weight Handling Equipment requirements and the newly revised P-307 will also be addressed as a breakout session.

In addition, IMEAC will cover Fleet Management (Tort Claims), alternative fueled vehicles, standard vehicles, acquisition of light vehicles, GSA procedures, tires and tire care, and legislative and GSA Regional Fleet Management Panel. The website for IMEAC information is <http://www.fss.gsa.gov/vehicles/leasing/imeac2001.cfm>



Registration forms for the Navy conference and IMEAC are a part of the LANTDIV ltr of 21 Dec 00. A Fleet Manager of the Year nomination form is also part of the letter.

One hundred rooms at the Holiday Inn Riverwalk, San Antonio have been reserved for Navy participants. Please call (800) 445-8475 and identify yourself as being with the Navy Transportation Conference in order to receive the government rate of \$91.00 per day. There is a \$10.00 per day parking fee at the hotel. There is an airport shuttle service, the San Antonio Transit (SA Trans), available from the airport to the hotels in the downtown area. The shuttle runs every 15 minutes and the cost is \$8.00 for a one-way trip, and \$14.00 for a round trip. For those people that will also attend the IMEAC conference, a public trolley is available for fifty cents each way between the hotel and the convention center.

A social gathering is planned for Monday evening, April 2, 2001, at the Hard Rock Café. The cost is \$12.00 per person and includes coffee, iced tea, sodas, and heavy hors d'oeuvres. A pay as you go bar will also be available.

Questions should be addressed to June Heninger at (757) 322-4013 or DSN 262-4013. June's email address is [heningerjl@efdlant.navfac.navy.mil](mailto:heningerjl@efdlant.navfac.navy.mil).

## Federal Automotive Statistical Tool (FAST)

(David Allen)

**T**he Navy and Marine Corp were the first two service agencies (out of entire federal fleet) to meet the 100% completion for the FAST report in the specified time frame. Way to go team!!!

What is FAST?

The FAST reporting system was developed to meet the requirements of the Department of Energy's EPACT of 1992, the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388), Executive Order (EO) 13149 *Greening the Government Through Federal Fleet and Transportation Efficiency*, and the General Services Administration's SF 82 Agency Report of Motor Vehicle Data. FAST is a mandatory system for use by Executive Agencies and agencies that have historically submitted the SF 82. Effective for FY 00 reporting, federal fleets are required to complete and enter data into the web-based FAST. The efforts of GSA and DoE were pooled together to develop a report combining the two mandated reporting requirements into one.

### Statistics of the report

*Note: This report does not include O-Z equipment.*

- The Navy as an agency reported total fuel consumption at 13.37 million gallons. This includes diesel fuel, gasoline and alternative fuel in Gas Gallons Equivalent (GGE).
- Total vehicles in inventory (including leases): 31,842.
- Total miles operated: 132,259,888.
- Total maintenance costs: \$35,337,017.

These are some impressive results for the short lead-time that we were given to input the data. In entering data into FAST for FY 00 and using it as a learning curve, activities are reminded that some type of data tracking system (at the activity level) is needed to ensure accurate data collection for future reporting periods. This tracking system can be locally produced to capture required data. The TEMC is also working to establish a web-based data system that will upload directly to FAST.

For additional assistance on FAST, you can contact your TEMC rep or David Allen, LANTDIV program administrator at DSN 262-3017, Com (757) 322-4017 or email [allendd@efdlant.navfac.navy.mil](mailto:allendd@efdlant.navfac.navy.mil).

## ATTENTION!! VERY IMPORTANT!!

(David Bailey)

**N**avy activities, yes...this means YOU, can now lease heavy equipment on a short-term basis at a daily, weekly, or monthly from Hertz Equipment Rental Corp (HERC). Further, you can do so without needing to establish your own contract – it's already been done for you! And as long as the transaction does not exceed the \$2,500 threshold, you can pay for your rental by using your Government IMPAC Card. Transactions exceeding the threshold limit can be paid using a delivery order.

### LOOK FOR MORE INFORMATION IN THE MAIL!

This exciting arrangement is the result of an amendment/modification (S/A #4) to an existing contract (V554P[NASC]-002) between Hertz and the Department of Veterans Affairs. That's right, we are now able to exercise a rider clause in this contract which gives us access to a full line of heavy construction-type equipment on an as-needed basis. We've provided complete information in a letter just recently signed out. Be on the lookout for LANTDIV letter 11240 BE5DB/alq 01-Dist-066 of 18 Jan 01.

### TURN-IN THAT OLD EQUIPMENT AND RENT NEW EQUIPMENT!

Turn-in your old equipment that breaks down all the time. Forget about the high maintenance costs associated with keeping your antiquated construction fleet operable and safe. Clean out your staging area and build a basketball court (but don't say we told you to do so). Take full advantage of having this contract in place and accessible to you. For more information, contact your TEMC representative or call David Bailey at (757) 322-4001.





## People At The TEMC

### David Allen

David began his civil service career by joining PWC Norfolk as a Crane Operator. He has experience with floating, hydraulic and lattice boom cranes. After his tenure (10 years) with the Crane and Rigging Shop, David was transferred to the Weight Test and Certification Branch as Test Director where he tested Weight Handling Equipment.



David began working at LANTDIV TEMC in June of 2000 as a Transportation Specialist. He is the program manager for the Service Life Extension Program (SLEP) and also one of the agency administrators for the FAST reporting database. He is also handling QDRs, service bulletins and other equipment-related items.

David is married to Elizabeth and has one son, Brandon who is 11.

---

### Don "Bubba" Eubank

Bubba started his civil service career as a Crane Operator in 1971 at Norfolk Naval Shipyard (NNSY). He worked for NNSY until 1979 not only as a Crane Operator but as a Crane Operator Instructor as well. In 1979 he moved to Naval Submarine Base, Kings Bay, Georgia as a Crane Operator



Foreman until 1981.

In 1981 he was selected for Heavy Equipment Operations General Foreman at the Public Works Center, Subic Bay, Philippines. He moved to the Ship Repair Facility, Subic Bay, Philippines in 1984 as a Crane Operator General Foreman and back again to the Public Works Center, Subic Bay, Philippines in 1986 as the Heavy Equipment Operations General Foreman.

In 1988 he returned to the United States as a Transportation Specialist for CHESDIV TEMC where he supported the Navy Seals and special projects. In 1991 he went to Naval Station, Rota, Spain as the Transportation Director for the Public Works Department where he stayed until he returned to LANTNAVFACENGCOM (LANTDIV) TEMC in 2000 as a Transportation Specialist. Currently, he is pro-

viding activity support for a variety of overseas European activities.

Bubba is married to Mercedita, who is from the Philippines, and they have seven daughters and nine grandchildren. His hobby is fishing and he is looking forward to retiring in just a few months.

---

### ANN L. QUIRANTE

In September 1965, I began my federal government career as a clerk-typist with the Veteran's Administration in Washington, DC. In January 1966, I transferred to the Department of Agriculture, whereby I held several administrative positions culminat-



ing with Branch Secretary in the Forest Economics and Marketing Research Division of the Forest Service. In October 1971, I married my husband Thomas, and thus started my new life as a military wife. We came to Norfolk, Virginia in January 1972. I worked for approximately six months as a Fiscal Accounting Clerk with the Navy Regional Finance Center. I then resigned to raise our two children, Kimberley and Paul. I came back into the work force with DOD in 1975 and was employed by the Naval Air Rework Facility, and NAS Oceana in 1976. During 1977-78, I was back in Washington, DC, again working for the Department of Agriculture. From 1979-82, I was employed as a Classification Clerk in the Naval Base Civilian Personnel Office at Guantanamo Bay, Cuba. Upon my husband's retirement from the military in 1982, we settled in the Hampton Roads area.

I came to LANTDIV in October 1988 as a Secretary with the Environmental Division. In July 1989, I was reassigned to the Public Works Support Division (Code 16). I remained there until May 1997 at which time I was moved into the 09B Department and held the position of the Department Head Secretary. As a result of the restructuring efforts at LANTDIV, I came to the TEMC in September 2000 and am currently employed as an Office Automation Clerk.

## TIPS....

### TIRE CARE AND STORAGE

*(Reprint from Commercial Carrier Journal (CCJ))*

**T**ire care seems to consume a lot of this industry's time. When you consider the cost of tires, it only makes sense to protect your investment. But almost all of the information that is bandied about concerning tire care has to do with caring for the tires that are actually on the truck.

Of course, keeping those tires properly inflated and the truck correctly aligned will prolong tire life. And not abusing tires by hopping curbs or striking rocks and potholes helps. Finally, driving at sane speeds and not overloading the tires limits the heat buildup, another factor in shortened tire life.

But, what about the tires that are stored in your garage or barn? What about your spares? Is there something to look for at the shop where you buy tires that tells you they take proper care of the product before they put in on the truck? Or are tires that are off the truck immune to damage? Does taking a tire out of service put wear and degradation on hold?



According to Goodyear Tire and Rubber, Akron, Ohio, tires that are out of service do require some care. Tires that are stored incorrectly will degrade more quickly than properly stored tires. When properly stored, tires degrade so slowly that it will take years before they become unfit for service.

Goodyear experts say that tires should be stored vertically, on the tread, to minimize stress and possible distortion. If you must stack tires horizontally, stack them symmetrically and never high enough to cause severe distortion to the bottom tires.

If the tires are mounted, they should be inflated and maintained at about 10 psi.

To reduce the effects of rubber's natural enemies, store tires away from electrical devices such as arc welders, motors, generators, and breaker panels. These are all sources of ozone, a gas that attacks rubber and causes it to crack. The cracks form perpendicular to any applied stress and when they grow deep enough, they penetrate and weaken the carcass. The cracks also give foreign materials a way into the tire, especially after the tire has been placed back into service.

Heat and light both speed the oxidation of rubber. A "crazed" or alligatored" surface on a tire is an indication that oxidation has occurred. While oxidation doesn't penetrate deep enough to cause problems from the outside of a tire, it can create enough damage on the inside of an unmounted tire to cause slow air loss or early tube failure. Always store tires in a cool place away from direct light. Remember, even strong sources of artificial light should be avoided.

Never leave tires on oily floors and never allow tires to come in contact with solvents, oils or greases. Even the vapors from some solvents are readily absorbed into the rubber, weakening it. And never use paint to preserve tires.

Dirt and water won't do any damage to the outside of a mounted tire. But, they will cause problems if left inside unmounted tires. When the tire is put back into service, dirt trapped inside can cause tube failures or slow leaks. Water inside a tire can turn into damaging steam as the casing heat builds up at highway speeds. If tires must be stored unmounted, put them under a waterproof covering.

Finally, if you stack tires, put down clean wood to protect the tires from dirt, oil, and grease. Then cover the tires with an opaque, preferably black, polyethylene tarp. This limits the tires' exposure to oxygen, ozone, and moisture.

Following these simple rules will ensure that tires are ready to go when taken out of storage. If you save up casings and get several tires retread at once, proper storage protects those carcasses.

GENERAL SERVICES ADMINISTRATION  
Washington, DC 20405

GSA BULLETIN FPMR H-80  
UTILIZATION AND DISPOSAL

TO: Heads of Federal agencies

SUBJECT: Vehicles with Firestone-recalled tires

1. What is the purpose of this bulletin? This bulletin provides guidance to Federal agencies concerning the transfer, donation, sale, and in-use management of vehicles with Firestone-recalled tires.
2. When does this bulletin expire? This bulletin will remain in effect until specifically cancelled.
3. What is the background? The recall of Firestone tires has received significant publicity. Federal agencies, like other Firestone customers, must follow Firestone's procedures for identifying recalled tires on in-use vehicles (<http://www.fss.gsa.gov/vehicles/>). Agencies should promptly replace such recalled tires. Agencies also have requested guidance on the policy for handling vehicles with Firestone-recalled tires when they are available for transfer, donation, or sale, as well as sources of information on which tires are affected and how to get replacements.
4. What is the recommended policy we should follow when transferring, donating, or selling vehicles with Firestone-recalled tires? You must follow Firestone's procedures for identifying affected tires on your vehicles, and you must replace such tires prior to any disposal action. Agencies must indicate that replacement of tires has occurred when reporting vehicles to GSA for transfer, donation, or sale. For vehicles to be disposed of as scrap the recalled tires must be removed prior to issue. Agencies must comply with Firestone's requirements regarding the disposal of the recalled tires to ensure that these tires do not remain in circulation.
5. How do we identify Firestone-recalled tires and where can we get more information about the recall? Firestone has provided information on how to identify tires subject to recall on their website (<http://mirror.bridgestone-firestone.com/>). The website also provides information and forms needed to obtain replacement tires. A toll-free number (1-800-465-1904) is available. Local Firestone-Bridgestone dealers should also be able to assist you.
6. Who should we contact for further information? For further information, contact Martha Caswell, Director, Personal Property Management Policy Division (MTP), Office of Governmentwide Policy, General Services Administration, Washington, DC 20405; telephone, (202) 501-3828; e-mail, [martha.caswell@gsa.gov](mailto:martha.caswell@gsa.gov).

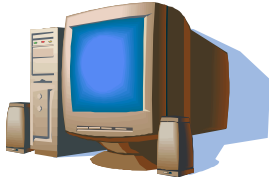
G. MARTIN WAGNER  
Associate Administrator  
Office of Governmentwide Policy



## FAREWELL TO AN OLD FRIEND

(Pat Flaherty and Mavis Oshiro)

The time has come to bid a fond farewell (aloha) to a formerly active player in Navy Transportation for the past decades. Like other victims of reorganization, downsizing, and budget cuts, PC-TRANSPORT has outlived its tenure as the prominent automated transportation program.



Without funding for updates and therefore technical support, the death of PC-TRANSPORT is imminent. What was once a powerful tool is now ineffective due to its incompatibility with WindowsNT and higher software programs.

To plan for a future system, remember it should have the ability to:

1. Track OPs (fuel) and maintenance costs
2. Assist the CESE Manager in day-to-day decision making
3. Allow for easy data download to write contract clauses and modifications, if applicable
4. Interface with your LAN network system
5. Interact with your regional zones or detachments, where applicable
6. Generate customized monthly, quarterly, and annual reports, along with required submittals

Suggested software programs to replace PC-TRANSPORT as your automated information system, to drive on the information superhighway are:

- Prototype Inc-Fleet Anywhere
  - POC Christine Rosburg
  - Telephone Number: 800 245-4504
  - x147
  - E-mail: info@prototype.com or crosburg@peregrine.com
- Computerized Fleet Analysis-CFA
  - POC: Nels Olson
  - E-mail: olson@cfasoftware.com

- Data trak-Atlas 2000
  - POC: Elizabeth Hanzik
  - Telephone Number: 800 453-3972
  - E-mail: Liz@data-trak.com
- World Information Systems. Inc –Shop Fax
  - POC: Leon Hale
  - Telephone Number: 336 333-2580 x26 or 800 833-2583
  - E-mail: lhale@infoave.net
- PSDI - Maximo
  - www.psd.com
  - (800) 244-3346
- ARCHIBUS
  - POC : Tom Ehrich
  - Telephone: 919.667.9439
  - E-mail www.archibus-sc-rt.com or tehrich@asc-rt.com

Whether you are a PWC, PWD, or a regional transportation manager, you must plan for the future and some type of automated system will apply.

For BOS contracted transportation organizations: Don't forget to incorporate your automated data system needs into your contract with all the submittal requirements.

Off-the-shelf programs allow for updates and maintenance assistance via toll-free numbers or the internet. Utilizing this type of program makes **\$ense**.





## WEB SITES OF INTEREST.....

### INVENTORY ON LINE

The LANTDIV TEMC is happy to bring you the Navy's Civil Engineering Support Equipment (CESE) Inventory Listing on the LANTDIV TEMC web page at [www.efdlant.navfac.navy.mil/lantops\\_16/temc/index.htm](http://www.efdlant.navfac.navy.mil/lantops_16/temc/index.htm). The inventory is in the form of data lists with three sort capabilities on line or can be downloaded to an Excel spreadsheet and sorted in any manner that you require. The available data lists are: CESE Inventory, Objectives, Procurements, and Requirements, as well as a CESE Equipment selection that is an abbreviated Equipment Code (EC) listing. The on line inventory is updated from CASEMIS each Monday evening with any changes made through the previous Friday.

This is a great tool for managing your fleet and we are really excited about being able to offer you the opportunity to have access to your inventory at any time that you have a need for this information. You will now have the ability to respond quickly to data calls, provide briefing information, or even search for a VIN which we were not able to do before.

If you prefer to see your inventory in report format, you can contact your TEMC rep who can forward a copy by email on request.

We are continually updating the TEMC web page with the latest information that is available to us. Please visit frequently to keep up with what is happening in Navy Transportation. We also would like to hear from you with your thoughts on what we could add to make your job easier. Just send an email to [temc@efdlant.navfac.navy.mil](mailto:temc@efdlant.navfac.navy.mil) and/or [temcweb@efdlant.navfac.navy.mil](mailto:temcweb@efdlant.navfac.navy.mil) with your comments.



## Service Life Extension Program (SLEP)

(David Allen)

This year's SLEP program is being used to help accomplish repairs and upgrades to vehicles and equipment at activities. These projects include the upgrade, repair, overhaul, or remanufacture of all types of heavy duty, high cost CESE. Examples include crash trucks, structural fire trucks, railroad equipment, construction equipment, sweepers, bucket trucks, refuse equipment, snow removal equipment, cranes, refuelers, etc.

For FY 01, we have an estimated \$372,000 for all LANTDIV activities. This money will be distributed to accomplish as many projects as possible that have been submitted. Candidates for SLEP are taken from various sources including activity directors, fire marshal office, activity reps from the TEMC, as well as NAVFAC headquarters; however, Civil Engineering Equipment Overhaul (CEEEO) funds are not available for NWCF activities.

How can I use SLEP money?

1. Submit a request to your TEMC rep. Include equipment type, level of work, and a written estimate for repairs.
2. When a project is approved by LANTDIV, it is important that the following information is submitted to the TEMC in order to expedite obligation of funds:
  - a. Funding amount
  - b. Activity mailing address
  - c. Comptroller point of contact, code, telephone number and fax number.
  - d. Estimated completion date
  - e. Whether the work is to be accomplished in house or by an outside contractor.

For the FY 02 program, activities should be thinking about possible candidates and setting priorities for those that are most important. Also, activities should have estimates in hand toward the end of FY 01 in case there are funds available for swing projects. These are projects that did not get done in the initial program, but can be accomplished utilizing year-end money. The reason for having estimates ready is to be able to obligate the money on very short notice.

For additional information regarding the SLEP program, you can contact Mr. David Allen at (757) 322-4017 or DSN 262-3017 or email: [allendd@efdlant.navfac.navy.mil](mailto:allendd@efdlant.navfac.navy.mil)

## E.O. 13149: What You Need To Know

(David Bailey)

You may be thinking...I hear a lot of talk about alternative fuel vehicles (AFVs), executive orders, and other mandates, but I haven't seen much impact on my operation. Why should I be concerned about the latest executive order? What is it? Does it apply to me? Who will know if I am complying or not?

Executive Order 13149 of April 00 basically requires federal agencies to reduce their vehicular petroleum use by 2005. Acquiring AFVs is one of several suggested strategies in accomplishing this goal. Other strategies include acquiring vehicles with higher fuel economy, reducing overall fleet inventory, reducing vehicle miles traveled, and increasing vehicle load factors. Agencies are given the freedom to pick, choose, and combine these strategies to reach the ultimate goal of reducing petroleum usage 20% by 2005. The 20% reduction is based on FY99 baseline data.



What about the other mandates you've heard about? Well, EO 13149 supercedes EO13031. Good news, huh? Don't get too excited...the mandates of the Energy Policy Act (EPAAct) are still applicable. EPAAct states that 75% of our light duty vehicle acquisitions must be AFVs. CNO has taken that mandate a step further in CNO Memo N462C2/317-99 to require that the Navy acquire 100% of their light duty vehicles as AFVs. Tactical, law-enforcement, and emergency response vehicles are exempt from both the EPAAct and CNO mandates. But what if an AFV is not available or if it is only available in a configuration that you can't support with your refueling infrastructure? Your TEMC can provide you a written waiver for 1) non-availability of type and size vehicle required, or 2) lack of requisite infrastructure. Requisite infrastructure is defined as refueling capabilities within a five-mile radius of your base or activity. These waivers must be provided in writing and should be maintained on file at the activity.

Having said all that, how is compliance with these mandates going to be tracked? Many of you recall the recent crash course we all took in FAST 101. What is FAST? It is the Federal Automotive Statistical Tool system that replaced the Transportation Cost Report (TCR) at the end of FY00. It is a

web-based reporting system designed to track compliance with EO 13149 and EPAAct by requiring activities to report inventory, fuel, and cost data for each fiscal year. Unlike the TCR, it is relatively easy to complete and applies to all activities regardless of inventory size or location. You can read more about the FAST system in the related article found in this issue.

How does all this affect your daily business? It requires you to be proactive in taking steps to ensure your activity is doing its part. You should develop a system for tracking the required data to complete the FAST report at the end of each year. You should acquire AFVs when they are available and use the appropriate alternative fuel at every opportunity. You should replace large vehicles that have low MPG ratings with smaller, more fuel-efficient vehicles. You should "right size" your fleet inventory to ensure the minimum numbers required to meet your mission. Simply stated, it means that you should develop and execute a plan to reduce your petroleum usage through making smart, sometimes tough, decisions.

To learn more about topics contained in this article or many other related topics, you can visit the Department of Energy website at [www.doe.gov](http://www.doe.gov) or you can visit the Alternative Fuels Data Center at [www.afdc.doe.gov](http://www.afdc.doe.gov).

---

## FORD RECALLING OVER 875,000 SUVS

(Reprint from *Fleet Focus* of 6 Dec 2000)

The Ford Motor Company is recalling 876,413 Explorers and Mercury Mountaineers to replace faulty parts on the suspension system.

Sway bar links that can break off, especially in cold weather, will be replaced by wider links. The recall affects the Explorer model years 1995 through 1997 and the 1997 Mercury Mountaineers. The sway bar connects the left and right front wheel control arms and helps control the pitch of the vehicle in turns. Ford will notify owners by mail. For additional information, contact Ford at (800) 392-3673.

NHTSA opened the investigation on this problem in September. At first, Ford did not believe it was a safety problem; but further testing determined that it could affect handling and safety. The recall ends NHTSA's investigation.

**COMMANDER (TEMC)  
ATLANTIC DIVISION  
NAVAL FACILITIES ENGINEERING COMMAND  
1510 GILBERT STREET  
NORFOLK VA 23511-2699**

***PLEASE PASS TO PUBLIC WORKS TRANSPORTATION***